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In the southern family the factor of slavery exercised great influence upon sex morals and family relationships.

In this second period we see the emergence of some of the problems which are now present in acute form or are well started on their way toward solution. One of the interesting phases of the time was the development of the woman's rights movement. The first organized meeting to formulate a declaration of woman's rights (held at Seneca Falls, New York, in 1848) protested vigorously against the unjust legal conditions which practically held women in legal bondage. It was not until a later period, however, that the growing spirit of liberalism freed women from these severe legal restrictions and brought them from a state of subordination to a status more nearly upon the basis of sex mutuality.

The second volume has more unity and cohesion in its make-up than the first. The modern problems of the family are clearly foreseen. The third volume which is yet to appear gives promise of great interest, when the problems of the family as we know it are to be discussed.

JAMES G. STEVENS

*History of transportation in the United States before 1860.* Prepared under the direction of Balthasar Henry Meyer by Caroline E. MacGill and a staff of collaborators. [Contributions to American economic history from the department of economics and sociology, Carnegie institution of Washington] (Washington: Carnegie institution, 1917. 676 p. \$6.00)

It has been said that the history of the railroads is the history of the United States. Whether this statement be true or not it is certain that the early history of the west must be stated very largely in terms of transportation. This fact is brought out clearly in the volume under review, the most comprehensive work which has yet appeared on this subject. It is one of the first three or four volumes to appear of the coöperative economic history of the United States, originally projected by the American economic association and now financed by the Carnegie institution at Washington. A dozen or more preliminary studies were made by independent investigators, and these together with a mass of other material were entrusted to Miss MacGill to combine into a unified whole. Under such circumstances the volume is rather uneven, being much fuller on some phases and periods than on others, and the treatment is encyclopedic rather than popular or literary. But Miss MacGill has performed her task in a careful and scholarly fashion, and the result is a compendious if not absolutely complete survey of the subject.

Since the treatment is largely topical and no attempt is made to cover

the colonial period, the first chapter, devoted to trails and roads, introduces the reader at once to the roads to and in the west. This is followed by other chapters on natural waterways, canals, plank roads, and railroads, each of these being usually described for the New England, middle, southern, and western states. The necessity of improved facilities for transportation in all pioneer communities, due to their need both for markets and for the capital and commodities of industrially more developed regions, and their zeal in promoting undertakings to supply these improvements, are illustrated by many examples. A concise yet sympathetic account of internal improvements in the western states is given. The importance of the introduction of the steamboat on western rivers and of its success in navigating upstream finds clear recognition.

About half the volume is devoted to the history of railways, which is a reasonable proportion as the study ends with 1860. The canal held its own fairly well until the end of the forties and the rivers were still important rivals of the railway at the close of the period considered. The almost complete displacement of these other agencies of transportation by the railways — with the exception of the great lakes — belongs to the period since 1860. In connection with the railways some attention is given to construction, charters, rates, securities, and similar matters. A forty page bibliography and five specially drawn maps conclude the volume.

This study seems to be more truly coöperative than any of the volumes in this series which have yet been issued. Nevertheless it is evident that much original work has been done by Miss MacGill and to her credit must be given for the finished product. Perhaps its shortcomings evidence the need of further special studies before a complete and definitive history of this vast subject can be written. The need of utilizing all available material makes the more regrettable the omission of all reference to W. H. Brownson's valuable *History of the Illinois Central railroad before 1870*.

E. L. BOGART

*The story of corn and the western migration.* By Eugene Clyde Brooks, professor of education, Trinity college, Durham, N. C. (Chicago: Rand, McNally and company, 1916. 308 p. \$1.00)

The advance of civilization along the lines of industry, manufacturing, and commerce, has gradually tended to obscure the basic relation between agriculture and the structure of life. Recent events have rather sharply recalled this to public attention and the result has been a generally aroused interest in agrarian conditions. The expression has taken various forms, one of which is a developing of the history of agri-